



## Intimations.

**G. FALCONER & Co.**

LIMITED

WATCH-MAKERS AND JEWELLERS

Telephone No. 963

HOTEL MANSIONS

NEW SELECTIONS OF

DIAMOND JEWELLERY AND ENGLISH SILVER WARE  
HIGH-CLASS GOLD AND SILVER WATCHES.

LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.

FALCONER &amp; Co., MANUFACTURERS OF ROSE-LAURIE TELESCOPES AND

BINOCULARS, LORI KELVINS NAUTICAL INSTRUMENTS.

ADMIRALTY CHARTS AND BOOKS

(-)

SOLE AGENTS FOR THE EMPIRE TYPEWRITER

**WING KEE & CO.**Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL  
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL  
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING

SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.

FRANCISCO THE YAT, General Manager

Hongkong, August 12, 1911. 1783

**WING ON Co.**

TAILORS AND OUTFITTERS. EXPORT AND IMPORT MERCHANTS

HAVE JUST RECEIVED NEW SHIPMENTS OF  
Drapery, Grocery, Ironmongery, Crockery, Glass and  
China Ware, Furniture, Watches & Clocks.

The Cheapness and quality of their Goods have no equal.

800-813, DES VŒUX ROAD CENTRAL (Trans. past the Door)

107 &amp; 108, CONNAUGHT ROAD CENTRAL (Trans. past the Door)

Telephone 189.

Hongkong, August 18, 1911. 1772

Telephone 189.

Hongkong, August 18, 1911.

Telephone 189.

Hongkong, August 18, 19





## TYphoon Signals.

STORM-WARNINGS ISSUED  
FROM THE HONGKONG  
OBSERVATORY.

The following Typhoon signals are hoisted on the mast in front of the Water Police Station, Kowloon, the Harbour Office, the Kowloon Godowns, H.M.S. Tamar, and Green Island signal mast.

A CONE point upwards indicates a Typhoon to the North of the Colony.

A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.

A DEUM indicates a Typhoon to the East of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

A CONE point downwards and BALL below indicates a Typhoon to the South of the Colony.

A CONE point downwards and BALL to the West of the Colony.

A BALL indicates a Typhoon to the North-West of the Colony.

A CONE point upwards and BALL below indicates a Typhoon to the South-West of the Colony.

A BALL indicates a Typhoon to the West of the Colony.

A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

CHINESE SIGNALS.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signals will be made at the Water Police Station, and repeated at the Harbour Office.

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other signals.

NIGHT SIGNALS.

The following Night Signals will be hoisted from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office, Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment, as above.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day signals at sunset, and will, where necessary, be altered during the night.

SUPPLEMENTARY WARNING.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock, Aberdeen  
Wagan, San Ki Wan  
Stanley, San Kung  
Cape Collinson, Sha Tau Kok  
Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given Ocean Vessels, on demand, by signal from the light houses.

F. G. Price,  
Director.

## Hotels

THE  
STATION HOTEL,  
NATHAN ROAD,  
KOWLOON.

ELECTRIC LIGHT AND FANS  
Bath-room to each Room.  
Cold and Hot Water throughout.

PRIVATE AND PUBLIC BARS.  
BILLIARD ROOM.

Private Dining Room.

EXCELLENT CUISINE.

Tel. No. K120. Tel. Address "TERMOTEL".

For Particulars apply to

THE MANAGER.

Hongkong, March 1, 1911. 296

## VICTORIA HOTEL

LATE NEW AMOY HOTEL

KULANGSU. AMOY.

UNDER NEW MANAGEMENT.  
Good Food, Clean Rooms, each with Separate Bathroom.

REASONABLE CHARGES.  
Two minute walk from the principal landing place.

BAR, BILLIARDS AND BOWLING ALLEY.

Chas. A. Mutton,  
Proprietor.

Hongkong, January 3, 1911.

## KING EDWARD HOTEL

A HIGH-CLASS HOTEL

LADIES AFTERNOON TEA ROOMS,  
PRIVATE BAR AND BILLIARD ROOMS,  
Hot and Cold Water throughout,  
Electrically Lighted.

Electric Passenger Elevator to each Floor.

TABLE D'HÔTEL AT SEPARATE TABLES

Tel. Address: "VICTORIA", Hongkong.

For Terms, etc., apply to the

MANAGER.

Hongkong, October 2, 1908. 1302

## KING'S CLEKE

PRIVATE HOTEL

APPROACHED from Kennedy Road and Macdonald Road.

Tel. No. 134. Tel. Address: "KACHEMOL".

A.B.C. code 48 P.D.

Electric light, hot and cold water throughout.

Billiards, tennis, croquet, putting green and fine stabling for horses.

Proprietress, Mrs. F. SACHEM.

Hongkong, September 1, 1908. 1308

## BRAESIDE

PRIVATE HOTEL

STANDING in its own grounds with Tennis and Croquet Lawns, Large airy and Well Furnished Rooms, Every home comfort. Fine View of the Harbour. Telephone, No. 3900, and address, 20, Castleford, 20, Macdonald Road, Hongkong. September 1, 1908. 1324

## NOTICE.

M. LI HON FAN, a Chinese graduate

versed in literature, has been a teacher to European officials and merchants in the Colony for over ten years.

He is a good master of crammer English and has passed the Chinese examination, and is possessed of a first rate certificate of the Royal College of General Studies.

He is a good teacher of Chinese.

Those who intend learning the Chinese language are requested to write care of China Mail office or direct to 37, Hollywood Road, 1st floor.

Hongkong, December 24, 1910. 1335

## SINGON &amp; CO.

ESTABLISHED A.D. 1880.

CHINESE WIFE.

Must Leave Australia.

A deputation from Geelong recently

waited on the Acting Minister for External Affairs, Senator Findley, to urge that the Chinese wife of a Chinese resident of Geelong, named "Ho Poon Gooye", should be allowed to stay in Australia.

Mr. Ozanne, M.P., said that Ho Poon

Gooye had been in Australia for 18 years.

Last year he went to China and married a Chinese woman.

He received permission to bring his wife to Australia for six months.

The period subsequently being extended to nine months.

Measles, Mrs. Gooye had a child.

Ho Poon Gooye was in favour of the white Australia policy, but this was an exceptional case.

Mr. Easton, M.L.C., said he also, was in

favour of the white Australia policy, but it

would be difficult to give a man's home

in Australia to be broken up.

In the present circumstances he admitted that the department had made a bargain with the Chinese that his wife should return to China, but he urged that on the grounds of humanity it would be very harsh and unkind to part husband and wife.

It would be much better to refuse applications by Chinese to go to China and marry, than to break the ties of those who, as G. said, should not be allowed to scatter.

Senator Findley, in reply, said it was

not disputed that Gooye was a reputable

citizen, and had a large circle of friends,

he facts were, however, that when permission was granted to him to bring his wife to Australia he accepted the condition

that she was to return in six months' time

and that he was not to apply for any extension of that period.

It was agreed later to extend the period of her stay for a year or three months.

Many applications had been made to allow Chinese wives to

stay in Australia, but in only one case

when the wife was illiterate, had the application been granted.

It was made in Gooye's case in order

to keep him from being sent to prison.

The department said they would interview Mr. Betchell on the subject.

Price ..... 30 cents.

MALAII KILLS MORE PEOPLE  
EVERY YEAR IN THE HOT COUNTRIES OF  
THE EAST THAN ANY OTHER DISEASE.

The Remedy is  
DR. WILLIAMS' PINK PILLS.

As is proved by statistics, the mortality from Malaria in the countries of the tropical East is something appalling, the death rate from this form of blood poisoning alone far exceeding that of any other disease. The only permanent cure for Malaria is by the elimination of the poison from the system. How successfully Dr. Williams' Pink Pills for Pale People accomplish this has been demonstrated over and over again in cases similar to that of Mr. Louis Peeters, of Weltevreden, Java, the facts of whose cure are as follows:

"Some time ago I contracted Malaria. Fever in a very severe form," said Mr. Peeters. "The attacks would come on in the evening, firstague so severe that I would be shaking the bed for hours, and then fever of a very high temperature. I could get no proper rest at night, but all desire for food, rest, sleep, etc., was to be fit for nothing. The Malaria got such a grip on me that I was compelled to go for a month's holiday to the higher land of Buitenzorg; but as soon as I returned to Batavia I had a relapse, and as soon as accommodation could be found for them they were removed to 'Jedigen' or wooden huts put up in the Limas. Their foul gear (i.e. furniture, &c.) was also taken to the Limas, and their houses were cleaned or shut up.

The number of 'judges' went on increasing with the spread of infection. The town as a whole began to be enveloped as the infected houses were closed up, and the occupants transferred to the Limas. Upon a death occurring in a 'judge' it was disinfecting by the burning of whine, heather, and straw. Even this process had its risks, for, in 1906 Kolos, with all its houses, was burned by a fire caused by cleansing one of the plague infected houses. At one time so terrible had been the wastage of male life that Loth women were impressed into the cleansing service, preferably those who were cured of the plague, and on that account were not liable to infection. Women criminals were also made use of in this way.

In Edinburgh so great was the depopulation caused by the pest that at the Cross in the High Street, one of Europe's most crowded centres of popular life, grass grew thickly. The sick were lodged in the King's Park and Burghmuir, and were buried where they died, and not in the churchyards, lest the infection might burst out anew if ever the graves were re-opened.

Following the scourge Leith was cleaned and, as the editor of the Records noted, it recalled the labour of Hercules in the Augæan Stables. The houses of the time were 'partly built of wood; partly of boulders gathered at the sea-shore. There were no 'ceilings to hide the low thatched rafters, no ventilation, no drains.' The windows were filled with movable boards, which in cold weather were mostly kept shut, and the fire rested on the ground, and the smoke either made its exit by a primitive chimney, or made a circuit of the room and escaped by the door, which was so low that a man required to stoop when entering. The earthen floor was rarely swept, and so accumulated all manner of refuse and decaying matter. It is easy, therefore, to see that in such dens—small, primitive, and overcrowded—the spread of the plague could not be checked without extreme difficulty.

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## A. S. Watson &amp; Co., Ltd.

ESTABLISHED 1831.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

## SCOTCH WHISKY

A Blend of the Finest Pure Malt Scotch Whiskies.

For over 30 Years WATSON'S 'E' has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

A. S. Watson & Co., Ltd.,  
ALEXANDRA BUILDINGS.UPRIGHT  
GRAND PIANOS

BY

STECK

Price \$550.

A Liberal Discount  
Given for Cash.

S. MOUTRIE &amp; CO., LTD.

SOLE AGENTS.

Hongkong, April 16, 1907.

## THE CHARM

OF

## CRETONNE

IS SPECIALLY EVIDENT IN THE  
BRILLIANCE OF THE SUMMER  
TIME.

Cretonne is always a favourite fabric for covering chairs and sofas, and for hangings, easement curtains, etc. because of its dainty freshness, its cool, restful appearance and its artistic designs.

We are therefore making a special display of the newest designs, in the newest cretonne fabrics and invite your inspection of these and also our choice stock of other fabrics—all admirably suited to the season. It will cost you very little to beautify the interior of your home.

WM. POWELL, LTD.,  
Furnishing Department.

## VICTORIA THEATRE.

DE VEGAS ROAD CENTRAL

15 P.M. to 8.45 P.M. AND  
9.15 P.M. to 11.15 P.M.THE FINEST and COOLEST  
HALL in the COLONY.

MONSTER PICTURE PROGRAMME.

PATHE'S ANIMATED  
GAZETTEComing—ETHEL PRESTON and  
RICADO.

harbour still proceeds. It is said that unless the operations are totally abandoned, ADMIRAL Li is to be ordered to take up his abode at Macao—pending the conclusion of negotiations on the general question of the delimitation of the boundaries there; but that if, as is persistently rumoured, the ADMIRAL should be transferred to Peking, "the task" will be handed over to the newly-appointed Tartar-General, H.E. FUNG SHAN, who will thus have to exercise both naval and military functions. Then it is said that the VICEROY of CANTON has declared that the troops now stationed at Chin Shan must be regarded as doing "important duty," and has ordered that special maps of the neighbourhood be prepared and placed in the hands of all the officers who are at present on duty there, so that each one may see clearly what is Chinese territory and what is claimed by the Portuguese. The Viceroy is further said to have ordered artillery to proceed to the spot that they may be there in readiness for any emergency. Moreover, both infantry and artillery are to constantly practise, "so that they may be familiar with their weapons and with the work they may be called upon to do." The men are reported to be in good spirits and to move about with a good deal of alacrity, giving attention to their duties with much zest. The newspaper from which we are quoting also publishes the text of a despatch which the Viceroy is said to have received from Peking, in which it is said that negotiations in respect of the harbour dredging and the levying of taxes are being daily carried on through the PORTUGUESE MINISTER in Peking. The despatch also says that in consequence of the attitude of the people of Kwangtung the Board of Foreign Affairs has ordered the temporary cessation of the dredging work. A reference is made to the despatch of native troops to Chin Shan, and it is ordered that the disposition and movements of these detachments be reported to the Foreign Office at Peking and that no move be made without the sanction of the Board. "All movements in connection with this matter are to be reported by telegram to the capital as soon as they have been decided on."

It will be admitted from the tenor of the above extracts that the Chinese have very definite opinions as to the significance of the despatch of troops to the vicinity of Macao, and in view of rumours of the construction of batteries in the district, we are somewhat surprised that an explanation of the presence of the Chinese soldiers has not been demanded ere this. The situation certainly appears to be one of some delicacy and one which will require the calm and serious attention of the Portuguese authorities.

## THE SUB-CONTRACT CASE.

Mr Justice Gompertz, at the Supreme Court this morning, gave judgment in the case in which the Tung Fat firm sued H. Ruttonjee to recover \$708.10, being amount alleged to be due for painting carpentering and other work done and materials provided and supplied.

Mr R. A. Harding was for plaintiff and Mr F. X. d'Almada Castro for defendant. His Lordship said—in this case I am not satisfied that plaintiff has made out his case and I shall give judgment for defendant.

## SOCIAL AND PERSONAL.

Among the passengers who left for Japan yesterday by the Aki Maru were Rev. and Mrs C. H. Hickling, Mr C. J. Hickling, Miss Raw and Mrs Worcester and child.

News has been received in Shanghai that Mr H. G. Baugh, who has for some time past been acting as U. S. Vice-Consul at Tientsin, has received well deserved promotion to full Consul and been transferred to Saigon. During his Consular career Mr Baugh has been stationed as Vice-Consul at Canton, Hankow, Moukden, and last at Tientsin.

A very successful experiment in long-distance telephoning was carried out recently between Paris and Aberdeen. Communication between the two cities was established by way of London, Dover and Calais. The Paris International Exchange called up the local line of *The Daily Chronicle* and switched it on to Aberdeen. Despite the long distance—matter of thousands of miles—it was possible to hear quite distinctly and without any buzzing.

## NEWS OF THE DAY.

H.M.S. Hart pay off on Tuesday next.

The French Mail of the 1st August was delivered in London on the 3rd Aug.

Sergeant Givens, of H.M.S. Rosario, has exchanged places with Surgeon Rutherford; of H.M.S. Cadmus.

Our illustration this week for the Overland China Mail cover is a group of three photos, being scenes of last Saturday's gunkana.

The work of constructing the Canton-Hankow-Szechuan railway will be started early in November. Mr Collinson, chief engineer of the railway, is now surveying the new track.

We have been asked to mention that the meeting of subscribers called for Tuesday, 6th September, will be held in the City Hall, instead of the committee rooms at the Supreme Court.

We have received from Messrs Garner, Quelch and Co. samples of Nicolas Sonnen Frères (Cairo) cigarettes. They are most excellent cigarettes and are stocked by Messrs Garner, Quelch and Co. in two grades.

The *Neige Verte* in a leading article on the Anglo-Japanese Treaty, expresses the hope that Russian diplomacy will not fail to take advantage of the opportunity of negotiating an arbitration treaty with Great Britain.

We have received an itinerary of a party of 70 Americans who will arrive at Hongkong on October the 29th en route on a tour around the world. The party will be in charge of Mr D. F. Robertson, who will conduct stroller through China.

The *Telegraph* of the U. S. K. S. Seattle Maru which left Hongkong on the 13th June was delivered in New York on the 20th July. A new record of 111 hours in transit from Tacoma to New York was established.

"You mustn't make a noise here," interposed his Worship, and asked what the other defendant had done to her.

"She assaulted me properly in the street," was the reply.

Defendants were bound over in the sum of \$100 each to keep the peace for one year.

His Worship told them not to make any more noise.

## S.S. HAZEL DOLLAR ASHORE.

News reached Shanghai on Aug. 28th that the *Dollar Line* steamer *Hazel Dollar*, bound from Seattle to Hankow with a cargo of lumber, had gone ashore either on Sunday night (27th) or early next morning when leaving Mororan (Japan). According to latest advices, it was thought that the steamer would be refloated and proceed on her voyage with little delay.

It is worthy of note, says the *N. C. Daily News*, that only a few months ago in May of this year—the same steamer went aground in Fugue Sound and the cost of refloating and repairing her amounted to about \$100,000 (gold).

## THE BANDMANN OPERA CO.

The Theatre Royal was well filled last night when the Bandmann Co. staged "The Islander." This was the first time the play had been produced in Hongkong, and we should imagine it will be the last. Everybody was looking forward to a really funny, light musical comedy, but, to say the least of it, the humour certainly required to be searched for, while the music was, on the whole, very poor stuff indeed.

The public does not look for any profound "plot" in a musical comedy, but it does expect to have its attention held to a certain degree in following the unfolding of the story, even if everybody knows how it will work out. "The Islander," however, utterly fails to do this; it is tame and so full of inanities that it would scarcely amuse or entertain a gathering of juveniles—unless it were for its picturesque and attractive setting. This was indeed, practically the only redeeming feature of last night's show, for the piece, whatever its demerits, was capably put on. Of course, the shortcomings of the play had nothing to do with the performers who, though evidently conscious of the futility of their efforts, did their utmost to arouse the interest of the audience—a task almost as impossible of accomplishment as the making of bricks without straw.

However, the audience was in fairly indulgent mood and laughed and applauded, if not when it felt like it, certainly when it was expected to. Mr Robert Roberts made the most of the title role, the Scotchman who became Pasha of the Isle of Killi Kairs, but his timorous gags fell a trifle flat at times. Mr Alfred Frith as Seaman Jones was the only outstanding character of the whole cast, but even here this was not due to the part but simply to his funny interpretation of it. He brought the house down with his song "I'm going crazy." The only other features worth mentioning were the "globe-trotting" duet and dance by Mr James McGrath and Miss M. M. Vincent, and the "nautical" ballets.

Miss M. M. Vincent, who is the "nautical" dancer, is the popular trio of lady dancers. As we have said, the poor show was no fault of the players; all the same, we are surprised that the management should continue such a puerile production in its repertoire and expect the public to pay \$3.50 for the questionable privilege of being lured by stupid trivialities.

To-night the season ends with "The Merry Widow," when by request Mr Fred Coyne will play the part of Prince Danilo.

## NOTHING BETTER.

For bowel complaints in children always—Chloroform's volatile Chloroform Diarrhoea. Relieves and cures all diarrhoea.

It is certain to effect a cure and when reduced with water and sweetened is pleasant to take.

No physician can prescribe a better remedy.

For sale by all Chemists and Druggists.

DISORDERLY CONDUCT AT  
THE MAGISTRACY.

## Two Women Bound Over.

The serenity of the Magistracy was rudely disturbed this morning by a quarrel, accompanied by none too choice language, in which two women named Marie Perpetro and Adelaida Cresto respectively took prominent parts. This led to their appearance before Mr E. H. Huland about a quarter of an hour afterwards, when his Worship asked defendant Perpetro if she had made a noise, to which she promptly replied that she had. The other defendant said she had not created any disturbance.

However, evidence was given by P. C. Clark to the effect that at 10.40 o'clock defendants had behaved in a disorderly manner within the precincts of the Magistracy, as well as having shouted in the Portuguese tongue.

His Worship—Have you any questions to ask the constable?

"Can I speak two words," queried defendant Perpetro.

"Yes, what do you want to say," asked his Worship.

Defendant then entered into a long and voluminous explanation of how she had been living for six months with a man whom she pointed out to his Worship, at the back of the court. She alleged he had taken the bread out of her mouth and destroyed her furniture and had kept her for the last two months on \$40. What was to become of her and her children, she said. Yesterday he had told her to go to his office, when he had given her \$2. He had run into the street like a fool and assaulted her there. To-day was the first of the month and he had not given her anything.

"You mustn't make a noise here," interposed his Worship, and asked what the other defendant had done to her.

"She assaulted me properly in the street," was the reply.

Defendants were bound over in the sum of \$100 each to keep the peace for one year.

His Worship told them not to make any more noise.

THE SHANGHAI SHIPPING  
FIRE.

## Details of the Disaster.

On the 26th ult. our Shanghai correspondent wired us news of a shipping calamity by which the German steamer *Meishun* was completely burnt and two other steamers, the *Loongwo* and the *Wosang*, badly damaged. Shanghai papers to hand give full accounts of the happening. The fire, which will be one of most explosive in the annals of the port's shipping, broke out just on the stroke of 10 a.m. on board the N. D. L. river steamer *Meishun*, 1,150 tons, Captain Manning, which arrived on the 21st from Hankow, and was taken to the Old Dock to undergo repairs. She was lying on the outside of the steamer *Wosang*, 1,127 tons, Captain Smith, which was also having repairs done. At the time this was the case, the *Meishun* was towed down river to the New Dock near Messrs Jardine, Matheson and Co's coal wharf on the *Wosang* side, and here she was moored, while the Customs boat continued to pour water into the smouldering bulk.

It is a fortunate thing that the fire occurred in the daytime and also that the vessel had one anchor down, as that had not been the case the burning craft would have swept the entire wharf front before the vessel there could have had a chance to get clear. The work of the Chinese sailor from the *Wosang* is specially to be commended and his daring efforts should not be allowed to be forgotten. During the progress of the fire several of the men of war in port despatched boats crews to the scene, but they could not render any assistance. The value of the *Meishun* is roughly estimated at £10,000 and she is insured in Germany.

A later report says the fire, which was at first reported to have been caused by an explosion of oil in the forepeak, really started in the hold of the vessel and was probably caused by the dropping of a lamp or match by one of the workmen who were down in the oil saturated hold at the time or by the oil fumes catching fire.

When the fire first broke out Captain Manning and his officers had narrow escapes and only managed to get clear of the ship in time, losing all their effects, as the flames spread so rapidly that it was impossible to secure anything from any of the cabins. When Captain Smith, of the I. C. steamer *Wosang*, which was alongside the *Meishun*, which was swinging about the bows of the *Loongwo*, was able to get clear of the flames, he was soon able to anchor the *Wosang* and the *Meishun* gradually dropped astern as the wind was blowing shorthandward and she still remained alongside the *Wosang*. Meanwhile the dock fire appliances as well as those on the *Wosang* were brought into play and owing to the courage and energy of Captain Smith of the *Wosang* and his officers, assisted by a number of Customs officers, the flames on the *Wosang* were extinguished, the men fighting the flames despite the terrific heat from the burning vessel.

The Fire Brigade, the Municipal fire fleet, the Customs fire boat and numerous hydrants played streams of water on the vessels, but the *Meishun* was already one blazing furnace and every effort was being made to get her clear of the I. C. steamer *Loongwo*, 3,925 tons, Captain Christie, upon which vessel the burning craft had drifted. The *Loongwo* soon caught alight in the forepeak, the bridge and upper works burning fiercely. Captain Christie and his officers and crew attacked the flames and, by good luck, the *Meishun*, which was swinging at a single anchor, was not able to drift any further down, but remained jammed against the bows of the *Loongwo*. The lines of the *Loongwo* were let go and Captain Christie, with his men, got clear of the flames, remained at his post on the bridge, managed to get his ship clear of the wharf and the *Loongwo* and got out into the river; dropping down he was able to anchor in the lower part of the harbour, where the remains of the blaze were extinguished.

While this was in progress the vessels in the harbour were sounding the alarm and the *Samson*, Captain Cornick, had got as close as possible to the *Meishun* and one of the native crew jumped into the river and swam to the vessel, where, amid a shower of blinding sparks and burning debris, he made a line fast to one of the anchor cables of the *Meishun*. As soon as the line was fast the *Samson* started to tow the *Meishun* away from the wharf, which was threatening to catch alight.

After towing the vessel a short distance, the line parted and the burning craft started drifting down on the I. C. steamer *Koonshing*, Captain Wright, which was alongside the *Meishun*, which was swinging at a single anchor, hanging up on the anchor which was hanging close to the water to do so. He was then hauled on board the *Samson* and she commenced to tow the steamer once more, but had only got her well clear of the wharf when the wire again snapped with a loud twang and the steamer was once more at the mercy of the wind and tide.

She rapidly drifted down close to the I. C. steamer *Esang*, Captain Meyrick,

and the *Esang* was soon at the scene.

It is rumoured, says the *N. C. Daily News*, that there is some uncertainty as to whether the resolutions passed by shareholders recently at meetings of local companies to reduce the capital of such companies can legally be enforced, and that the question is at present the subject of an inquiry by the colonial Office.

## CALL FOR

## "KING GEORGE IV"

## Scotch Whisky,

AND

## Clifford Wilkinson's

## "TANSAN"

SOLE AGENTS:

H. Price &amp; Co., Ltd.

12 Queen's Road Central, Hongkong.



## Shipping

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

STEAMERS	To Sail.	Remarks.
FOR CALL, VIA USUAL PORTS (ARCADIA)	Noon, 2nd	Sea Special
Capt. S. BANCHAM	September.	Advertisement
SHANGHAI, MOJI, KOBE, PALMA	About	Freight only.
AND YOKOHAMA	Capt. H. W. A. CLARK, R.N.R.	7th Sept.
LONDON & ANTWERP (SOCOTRA)	About	Freight only.
via SYRE, PANO, CHIO, SARDINIA	Capt. G. C. COLDWELL	8th Sept.
PORT SAID & MAREHILLE	About	Freight and Passage.
ASSAYE	Capt. C. C. TAYLOR, R.N.R.	20th Sept.
SHANGHAI	Capt. G. W. COCKMAN, R.N.R.	14th Sept.
DELHI	Capt. H. S. BRADSHAW	28th Sept.

E. A. HEWETT, Superintendent.

P. &amp; O. S. N. Co.'s Office.

## CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

## EXPRESS LINE.

between China, Japan and Europe, via Canada and the United States, sailing to Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of

12 DAYS YOKOHAMA TO VANCOUVER.

51 DAYS HONGKONG TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

(Subject to alteration).

Co-sounding with Royal Mail Atlantic Steamers.

From Hongkong:

From Quebec.

EMPEROR OF INDIA

SATURDAY, 2ND SEPT.

EMPEROR OF JAPAN

SATURDAY, 23RD SEPT.

MONTEAGLE

SATURDAY, 14TH OCT.

EMPEROR OF INDIA

SATURDAY, 4TH NOV.

EMPEROR OF BRITAIN

FRIDAY, 29TH SEPT.

EMPEROR OF IRELAND

FRIDAY, 20TH OCT.

INTERMEDIATE

SATURDAY, 1ST NOV.

EMPEROR OF BRITAIN

FRIDAY, 1ST NOV.

Steamships leave Hongkong at 6 p.m.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with an Atlantic Mail Steamer as above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, all around the world.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (In sailing Month and Both in Sleepin Car while crossing the American Continent by Canadian Pacific direct Line) ... 271.00.

Passengers for Europe have the option of sailing forward by any Trans-Atlantic Line other than Canadian Port or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars on application to Agents.

Through Passengers are allowed "Stop Over" privileges at the various points of interest on route.

R. M. S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via Canadian Atlantic Port 243.

Via New York 245.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to

D. W. CRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier),

## OSAKA SHOSEN KAISHA

## REGULAR SERVICES PROPOSED

## SAVINGS FROM HONGKONG

## (SUBJECT TO ALTERATION)

## TRANS-PACIFIC SERVICE

Connecting at TACOMA with THE CHICAGO, MILWAUKEE &amp; PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO).

Taking cargo on through Bills of Lading to all Overland Common Ports in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For Steamers Tons Leaves

For	Steamers	Tons	Leaves
VICTORIA, B.C. & TACOMA via Kielung, Nagasaki, Kobe, Yokohama, Shimidzu & Yokohama.	SEATTLE MARU,	6132	Wednesday, 6th Sept., at 11 a.m.
VICTORIA, B.C. & TACOMA via Kielung, Shanghai, Moji, Kobe, Yokohama, Shimidzu & Yokohama.	MEXICO MARU,	8064	Saturday, 10th Sept., at 11 a.m.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated ABOARD. A limited number of cabin passengers carried at low rates. Best adapted rooms for carrying SILK, Treasure and PARCELS. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For Steamers Leaves

For	Steamers	Tons	Leaves
TAMSUI & SWATOW & AMOY	DAIJIN MARU,	SUNDAY, 3rd Sept., at 10 a.m.	
ANPING & SWATOW & AMOY	SOSHU MARU,	WEDNESDAY, 6th Sept., at 10 a.m.	

Fair speed, Superior passenger accommodation. Electric light throughout.

First class cuisine.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor No. 1, Queen's Building.

S. HIROI Manager.

## HONGKONG-BOSTON &amp; NEW YORK.

## AMERICAN ASIATIC S. S. CO.

FOR BOSTON, NEW & YORK, via PORTS AND SUZ CANAL.  
(WITH LIBERTY TO CALL AT THE  
MALABAR COAST).

A. S. KELTONA.....on or about 10th September, 1911.

For freight and further information apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, August 14, 1911.

1045

## Shipping

## U. S. MAIL LINE.

## PACIFIC MAIL S. S. COMPANY.

## SEMI-TROPICAL ROUTE.

Only line linking the whole Peninsula Route across the Pacific, via Borneo, past the most fertile and beautiful Island of the Pacific.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAIL DATE
MANCHURIA	27,000 Tons. FRIDAY, 8th Sept., at 1 p.m.
MONGOLIA	27,000 Tons. SATURDAY, 9th Sept., at 1 p.m.
EGYPT	18,000 Tons. SUNDAY, 10th Sept., at 1 p.m.
SIBERIA	18,000 Tons. SATURDAY, 25th Nov., at 1 p.m.
MANCHURIA	27,000 Tons. SATURDAY, 16th Dec., at 1 p.m.
MONGOLIA	27,000 Tons. 15th Jan., at 1 p.m.
KOREA	18,000 Tons. FRIDAY, 27th Jan., at 1 p.m.
SIBERIA	18,000 Tons. SATURDAY, 31st Jan., at 1 p.m.

\* Twin Screw. — Via Manila.

All Steamers are equipped with Wireless Telegraphy.

The ss. MANCHURIA will be despatched for San Francisco, via Kielung, Shanghai, Nagasaki, Kobe, Yokohama, Shizoku, Yokohama and Honshu, on FRIDAY, the 8th September, at 1 p.m.

SPECIAL RATES (First Class only) Granted upon application.

To European Points: Officials of any European Naval, Military, Diplomatic, Consular and Civil Services located in Asia, European Points, Commissaries of the Government of China and Japan. The following Points, Commissaries of Officers of the United States Army, Navy, U.S. P. H. &amp; M. H. Service, U. S. Consuls, Admirals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: Missionaries and their families.

\* A duly qualified Surgeon is also carried.

\* Steamers have superior Accommodation for first-class Passengers, and are fitted throughout with Electric Light.

\* Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

\* Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simpang, Tawau, Usukan, Jesselton and Lubuan.

For Freight or Passage, apply to

Telephone No. 215.

## Shipping

## INDO-CHINA STEAM NAVIGATION CO., LTD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAIL DATE
SINGAPORE, PENANG & FOOCHOW	SATURDAY, Sept. 2, at Noon.
MANILA	YUNNAN & SATURDAY, Sept. 2, at 2 p.m.
SHANGHAI	HANGSANG & TUESDAY, Sept. 6, at Noon.
SINGAPORE, PENANG & KUMMING	WEDDAY, Sept. 6, at Noon.
MANILA	LOONGSANG & SATURDAY, Sept. 9, at 2 p.m.
SANDAKAN	MAUSANG & MONDAY, Sept. 13, at Noon.

RETURN TOURS TO JAPAN (Occupying 34 days).

THE steamers Asturias, Normans and Fochine leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

\* A duly qualified Surgeon is also carried.

\* Steamers have superior Accommodation for first-class Passengers, and are fitted throughout with Electric Light.

\* Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

\* Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simpang, Tawau, Usukan, Jesselton and Lubuan.

For Freight or Passage, apply to

Telephone No. 215.

JARDINE, MATHESON &amp; CO., LTD.

General Managers.

## Shipping

## STEAM FOR

## STRaits, CEYLON, AUSTRALIA,

## INDIA, ADEN, EGYPT, MEDITERRANEAN

## RANIAN PORTS, PLYMOUTH

## AND LONDON.

Through Bill of Lading issued for BATAVIA, via PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "ARCADIA" Captain S. BANCHAM, carrying His Majesty's Mail, will be despatched from Hongkong to BOMBAY, on SATURDAY, the 2nd September, 1911, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship "MONGOLIA", 10,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo by the mail steamer proceeding direct to Manila & London; other cargo for London, etc., will be conveyed via Bombay by the ss. "Persia" due in London on the 14th October, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to E. A. HEWETT, CHIEF AGENT, Hongkong, August 21, 1911. 1073

FRIDAY, SEPTEMBER 1, 1911.

## THE CHINA MAIL.

## Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMeward PASSENGER SEASON 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON,

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave Hongkong	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Date MARSEILLES (Sunday 3 days earlier)	Date Plymouth (London 1 day later)
ASSAYE	Tues. 1pm. Sat. 7pm.	Steamer	Saturday	Friday
BIMALAYA	7500 Feb. 3	MANTUA 11000	March 2	March 8
DELHI	7000 Feb. 17	MACEONIA 10500	March 16	March 22
INDIA	8000 March 3	MORE 10000	March 13	April 5
DEVANHA	8000 March 16	Through Steamer	April 13	April 19
DELTA	8000 April 13	MOLDA 10000	April 27	May 3
ASSAYE	7500 April 27	MO GOZA 10000	May 25	May 17
DELHI	8000 May 11	MALWA 10000	June 8	June 14

Passenger and Steamer at COLOMBO, with exception of a.s. "INDIA" and those for BRINDISI, these also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of booking.

PARIS TO LONDON

1st SALOON £71.10 SINGLE £108.14 RETURN.

2nd £24.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSIT) STEAMERS WILL LEAVE FOR

## LONDON,

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave Hongkong	Date London
BYANZA	about	about
YIL	February 7	March 22
YUBIA	7000 7	March 6
YUNAFIA	6000 7	April 3
YUNAFIA	5000 17	May 17
YUNAFIA	7000 1	June 14
YALAWAN	6000 15	June 28
YORNO	5000 28	July 13
YORNO	7000 12	July 27
YORNO	7000 26	August 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES KARE TO LONDON

1st SALOON £25.0 SINGLE £8.10 RETURN.

2nd £23.10 £57.4

For further particulars apply to

E. A. HEWETT,  
Superintendent.MESSAGERIES MARITIMES  
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,  
Via SHANGHAI.

STEAMERS CAPTAINS TO SAIL.

SHANGHAI, KOBE AND YOKOHAMA SYDNEY, Sept. 11, about 6 p.m.

MARSEILLES, Via PORTS POLYNESIEN, BEIJING, Sept. 12, at 1 p.m.

TRANSSHIPPING on the Co's Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Ticket to LONDON, via PARIS, from £27.10 up to £71.10, 20 hours by rail, from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in MARSEILLES.

For further particulars apply to

P. THOMAS, Agent,  
QUEEN'S BUILDING.DOUGLAS STEAMSHIP CO., LTD.  
HONGKONG-SOUTH CHINA COAST PORTS.

HIGH-CLASS, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS CAPTAINS TO SAIL.

HAICHING Capt. W. G. Passmore TUESDAY, 5th Sept., at 1 p.m.

HAIAN Capt. J. S. Roach FRIDAY, 8th Sept., at 1 p.m.

HAIYANG Capt. J. W. Evans TUESDAY, 12th Sept., at 1 p.m.

FOR SWATOW AND RETURN.

(Occupying 3 Days)

Steamers will arrive at and depart from, the Company's Wharf near Blake Pier.

During the months of AUGUST, RETURN TICKETS available or three months will be issued at a reduction of 20% on the usual rate to Foochow.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,  
General Managers.

## PHILIPPINES STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
RUBI	4,000	S. Crabb	Manila, Calcutta & Madras	SATURDAY, Sept. 8, at 4 p.m.
ZAFIRO	4,000	M. O. Smith	Colombia & Iloilo	Wednesday, 16th Sept., at 4 p.m.

For Freight or Passage, apply to

Shewan, Tomes &amp; Co., General Managers.

## Shipping.

## THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO  
VANCOUVER, B.C., SEATTLE & PORTLAND (O.R.),  
via SHANGHAI and JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

STEAMER	TONS	CAPTAIN	ON OR ABOUT
SUPERIOR	11,000	F. Cowley	5th September.
ECUMERIC	11,000	G. McNeil	3rd October.
HERCULES	7,000	R. Wetherell	9th November.

To be followed by other steamers of the Company at regular intervals. The BANK LINE Steamers are of the Newest Design, have most Convenient Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Points.

Will call at AMOY and KERLUNG if sufficient inducement offers.

For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED,  
110, Esplanade, Praya Central.

NEXT SAILING.

From HONGKONG. From COLOMBO.

16th September. 5th October.

For Rates and further information, apply to

THE BANK LINE, LIMITED,  
(MANAGING AGENTS)

Hongkong, April 1, 1911.

## CONFERENCE WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

The Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports transhipping to Conference Weir Line steamers at Calcutta.

PROPOSED SAILINGS.

FROM HONGKONG FROM CALCUTTA

16th September. End September.

For rates of Freight and further particulars apply to

THE BANK LINE, LIMITED,  
(MANAGING AGENTS)

Hongkong, April 1, 1911.

1105

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, November 2, 1908.

## New Line of Steamers

TO South African Ports.

ORIENTAL &amp; AFRICAN LINE

REGULAR Direct Service from Japan, China, and Straits to BEIRAS, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. DUNERICH 3,000 tons.....To be despatched End of December.

S.S. KATANGA 5,600 tons.....To Follow.

And regularly thereafter.

For rates of Freight or Equally Passage apply to

THE BANK LINE, LIMITED,  
(Managing Agents)

Hongkong, August 23, 1911.

1105

THE

NORDDEUTSCHE LLOYD,  
BREMEN.

WILL CALL AT

IMPERIAL GERMAN MAIL LINES.

FOR HONGKONG.

STEAMERS TONNES TO SAIL.

NAPLES, GENOA, ALGIERS, PRINZ LUDWIG, WEDNESDAY, 28th Sept., at Noon.

GIBRALTAR, SOUTHAMPTON, TON, ANTWERP &amp; HAMBURG.

SHANGHAI, NAGASAKI, GNEISENAU, (16,000), About 04 Sept.

KOBEN, YOKOHAMA, (16,000), SATURDAY, 04 Sept., Daylight.

MANILA, ANGAT, TAP, COBLEZ, (6,750), SYDNEY &amp; MELBOURNE, (6,750), PRINZ SIGISMUND, (16,000), TONNE, (5,030), of September.

KOBEN AND YOKOHAMA, (16,000), TONNE, (5,030), of September.

KUDAT AND SANDAKAN, (5,030), of September.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunkens.

For further particulars apply to

Norddeutscher Lloyd,

MEILCHERS &amp; CO.,

General Agents, Hongkong &amp; China.

IMPORTANT NOTICE.

It is necessary to have a copy of the above circulars and to keep them in a safe place.

The following are the principal ports of call.

It is every bottle and label.

DINNEFORD'S MAGNESEA

The Physician's Cure for Gout, Rheumatic Complaints and Gravel.

Safety and most Effective Agent for the Removal of Ulcers.

The Universal Remedy for acidity of the Stomach, Indigestion, Rheumatism, Indigestion, Skin Eruptions, Bilious &amp; Atonic.

Hongkong, January 10, 1911.

1105

PHON 482.

C. LAURITSEN,

Managing Proprietor.

Dragon Cycle Depot.

15, Des Vaux Road, Central.

Hongkong, January 10, 1911.

1105

